

vehicle structure 20 or the seat 18. The seat restraint system 12 also includes a buckle assembly 30 connected to the seat restraint tensioner 10 to be described. As illustrated, the seat restraint tensioner 10 is mounted to an inboard side of the seat 18 and the buckle assembly 30 may extend above the seat cushion of the seat 18 and the seat restraint tensioner 10 extends towards a front of the vehicle 14. The latch plate 24 is engageable and disengageable with the buckle assembly 30 as is known in the art. It should be appreciated that, except for the seat restraint tensioner 10, the seat restraint system 12 and vehicle 14 are conventional and known in the art.

Please replace the pending paragraph on page 10, lines 6 through 23 with the following:

The seat restraint tensioner 10 includes a rotatable cam 66 disposed in the channel 39 of the frame 34 between the side walls 38. The cam 66 is rotatably mounted to a stud or shaft 68 extending between the side walls 38 and connected thereto. The stud 68 acts as a pivot point for the cam 66. The cam 66 is generally elliptical in shape and has a radius portion 66a on one side and an eccentric portion 66b on the opposite side of the stud 68. The cam 66 has a cut-out or recess 69 therein to cooperate with the stops 38a to limit rotation of the cam 66. The cam 66 has at least one, preferably a plurality of scallops 70 along the eccentric portion 66b thereof for a function to be described. The cam 66 is made of a metal material such as steel. It should be appreciated that the cam 66 pivots on the stud 68. It should also be appreciated that the cam 66 has a lever arm and clamping surface on the same side as the pivot for the cam 66.

Please replace the pending paragraph on page 16, lines 6 through 21 with the following:

The seat restraint tensioner 110 includes a rotatable cam 166 disposed in the channel 139 of the frame 134 between the side walls 138. The cam 166 is rotatably mounted to a stud or shaft 168 extending between the side walls 138 and connected thereto. The stud 168 acts as a pivot point for the cam 166. The cam 166 is generally elliptical in shape and has a radius portion 166a on one side and an eccentric portion 166b on the opposite side of the stud 168. The cam 166 has at least one, preferably a plurality of scallops 170 along the eccentric portion 166b thereof for a function to be described. The cam 166 is made of a metal material such as steel. It should be appreciated that the cam 166 pivots on the stud 168. It should be appreciated that the cam 166 has a lever arm and clamping surface on the same side of the pivot for the cam 166.

Please replace the pending paragraph on page 18, line 21 through page 19, line 21 with the following:

The seat restraint tensioner 110 pulls the buckle assembly 30 down approximately eighty millimeters (80mm) to approximately one hundred millimeters (100mm). After firing, the seat restraint tensioner 110 maintains position and locks the cable 184. The cam 166 pivots on the stud 168 and the cable 184, that extends along one side of the eccentric portion 166b of the cam 166, when pulled in a vertical direction will generate a torque about the stud 168. The torque about the stud 168 rotates the cam 166 toward the buckle assembly 30 and into the cable 184 and compresses the cable 184 between the cam 166 and a clamping surface 190 of the frame